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REPORT NO.

25X1A

PLACE OBTAINED

29 November to 9 December 1953

5 January, 1954

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REMARKS

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SOURCE

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1. The following air activity and aircraft were observed at Neuruppin airfield between 29 November and 9 December 1953:

29 November. No air activity was observed throughout the day. There was a closed ceiling and a visibility range of 6 to 10 km.

30 November. There were no clouds in the early morning and a scattered cloud base after 8 a.m. Visibility was limited to about 10 km and there was a strong northwesterly wind. No air activity was conducted.

1 December. There was a closed ceiling similar to high fog at an altitude of about 100 meters and visibility of 8 km. Toward the evening, the cloud base was at 300 or 400 meters. Three Po-2s individually took off and landed from 4:30 p.m. until about 8:30 p.m. The runway was lighted and the aircraft had set position lights. No searchlights were observed at the take-offs and landings.

2 December. No air activity was observed throughout the day. There was a 2/10 overcast, ground fog and temporarily high fog.

3 December. No flights were made. The weather was foggy and visibility was poor.

4 December: There was ground fog and a 1/10 overcast. At 9:30 a.m., a P-2 with the white No 6 took off and headed toward Bechlin. Between 9:30 a.m. and 2:10 p.m., MiG-15s without auxiliary fuel tanks practiced flying at altitudes of about 8,000 meters. Individual dives were made after 11 a.m. The aircraft approached at an altitude of about 2,500 meters, dived at an angle of between 45 and 60 degrees over the landing field, and pulled out of dive at an altitude of about 500 meters.

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No targets were observed on the landing field. At 2:10 p.m., a yellowish-white double star signal flare was fired from the area of the flight control station. Subsequently, the aircraft which were aloft landed and no additional air activity was conducted.

5 December. No air activity was conducted. There was a closed ceiling and dull weather.

6 December. The sky usually was overcast. Only occasionally did the cloud base open. The weather became foggy in the afternoon. Around 2:45 p.m., 18 MiG-15 or U-MiG-15s, 4 Yak-11s, 2 Fo-2s and 1 Yak-14 were counted at the field.

7 December. There was a 10/10 overcast and a visibility range of 2 to 4 km. The sky was clear in the evening. No air activity was observed throughout the day.

8 December. There was no air activity. Visibility was limited to 1 or 2 km. There was a closed ceiling similar to high fog. There was a scattered cloud base in the afternoon and clear weather in the evening.

9 December. No flights could be made because of thick fog and a visibility range of about 100 meters.

2. When the weather permitted, source observed between the period of 29 November and 8 December, that the alert flight was still parked just north of the small temporary building at the eastern end of the runway. On 6 December, an additional six MiG-15s with small starter carriages located under the left wings were observed in front of the easternmost hangar. Small starter carriages were also observed at night under the alert aircraft at the eastern end of the runway, near the temporary building. No flights were made by the alert aircraft between 29 November and 9 December. The MiG-15s now at the field were of the same type as previously observed. 1
3. In early December, the AA gun emplacement near Klappgraben (ditch) was still occupied by AA guns, while the AA gun emplacement in the area of the aircraft revetments in the northeastern section of the field could not be observed. 2 The kniferest-type radar set which had been observed near the messhall in June 1953 was still there at the beginning of December. 3 On 8 December truck [REDACTED] was observed.

4. On 29 and 30 November, no air activity was observed at the field. The weather was foggy. Between 4 p.m. and 10 p.m. on 1 December, local flying was practiced by Fo-2s. On 2 and 3 December, there was no air activity as the weather was foggy. Between 10 a.m. and 3 p.m. on 4 December, individual flights were made by MiG-15s. Between 5 and 9 December, no air activity was observed.

5. The following observations were made at the field between 30 November and 5 December:

30 November. There was no air activity. The weather was dull.

1 December. After 4:30 p.m., local flights were made by Fo-2s.

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2 December. No flights were made although the weather was fair.

4 December. Around 12:50 p.m., a MiG-15 was observed aloft. In the afternoon, two swept-back jet aircraft flew over the airfield but did not land there. Two individual flights were made by Po-2s at 4:35 p.m.

5 December. No air activity was observed. There was high fog and intermittent drizzle. At 3:30 p.m., 22 MiG-15 or U-MiG-15s were counted at the field. 1

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6. In early December, source learned [REDACTED] that a large portion of the soldiers previously stationed at the airfield had transferred to the USSR, while 120 to 150 flight personnel and officer meanwhile had arrived in Neuruppin. The newly arrived EM were 18 to 20 years old and looked European. 4
The running up of swept-back jet aircraft engines was repeatedly observed at the field while some men stood in groups around the aircraft.
7. The guard personnel at the field has been reinforced for some time. Particularly, the gap in the fence at Wittstocker Allee was more strictly guarded by individual sentries. At the beginning of December, the radio installation was still observed in the lumber yard in Neuruppin. The tents previously observed there were replaced by winterized low wooden buildings. 5
Truck [REDACTED] was observed.
8. Source observed the field during the period from 1 to 8 December. Air activity was observed only on 1 and 4 December. Three Po-2s practiced local flying in the afternoon of 1 December, when the weather was hazy, and individual flights were made by MiG-15s on 4 December between 9:30 a.m. and 3 p.m. 1
9. A German employee at the field stated that the flight personnel who had arrived in Neuruppin in November usually received instruction here. Groups of personnel were repeatedly observed practicing getting in and out of the alert aircraft. 4 The jet engines of MiG-15 or U-MiG-15s were continuously being exchanged and subsequently test runs were made.
10. In late November, only little air activity was being conducted at the field at irregular intervals. On 2 December, when visibility was limited, six MiG-15 or U-MiG-15s were observed near the headquarters building. 1
Senior Lieutenant Chistyakov (fnu) still was the supply officer. 6

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1. [REDACTED] Comment. Neuruppin airfield is still occupied by a fighter regiment equipped with about 28 MiG-15s. Air activity was still rather weak because of fog and the exchange of aircraft engines.
2. [REDACTED] Comment. The AA gun emplacement at the Klappgraben has been relocated several times. [REDACTED]
3. [REDACTED] Comment. The presence of a Kniferest-type radar set at the reported location has been confirmed.

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- 25X1A 4. ☐ Comment. An exchange of personnel was previously reported by another source; the number of the flight personnel is noteworthy.
- 25X1A 4. ☐ Comment. The radio installation mentioned is the inner low frequency beacon. The lumber yard is located in the eastern extension of the runway at the western shore of the Ruppiner See (lake).
- 25X1A 6. ☐ Comment. Senior Lieutenant Chistyakov, also referred to as Shistyakov, is known to be the supply officer.

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